



# Wasatch Boulevard Master Plan

5-7-19 City Council Discussion

# Plan Goals

1. Preserve and enhance the character and livability of existing residential neighborhoods;
2. Move people through the corridor reliably and safely;
3. Increase travel choices along the Wasatch corridor;
4. Enhance opportunities for recreation along the corridor;
5. Preserve and enhance the scenic and natural qualities along the corridor;
6. Promote and prioritize sustainable solutions to Wasatch Canyon access at a local and regional scale;
7. Identify potential land uses and locations for new development or redevelopment along the corridor.

# Planning Objective 1 –

*Shape a canyon-oriented, walkable urban place at the gravel pit*

- Envision development in a walkable, connected layout that incorporates many of the following concepts:
  - High-density uses
  - Market-supported mix of uses
  - Walkable streets
  - Highly connected internal street network
  - Recreational amenities
  - Pedestrian access across Wasatch
  - Connection to future Bonneville Shoreline Trail
- Encourage the creation of a major transit center that serves as a hub for north-bound traffic and canyon recreation traffic
  - Transit center should be complementary/integrated into the site
- Support increased capacity on 6200 S/Wasatch Boulevard in a creative way that also supports walkability, transit, and active transportation



# Planning Objective 2 –

*Create a connected network of pathways and trails for transportation and recreation, along the entire corridor*

- Build connected shared use pathways on Wasatch Boulevard
- Improve existing Wasatch Boulevard crossings and add new ones
- Leverage existing trails and paths into a larger network
- Develop trail corridors running through neighborhoods
- Create trail pathway connections to gravel pit development
- In the long-term, create a string of parks on the trail network





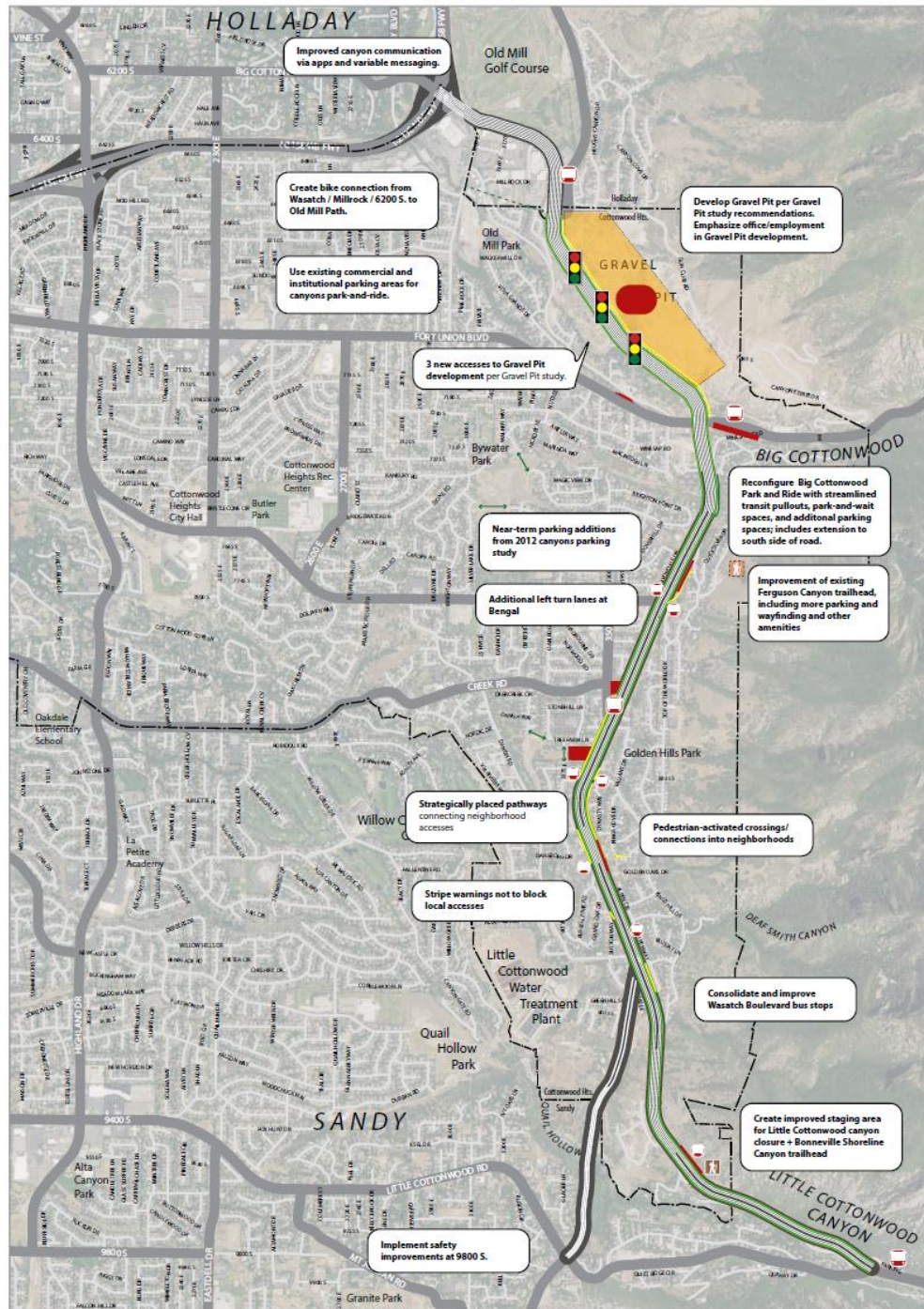
# Planning Objective 3 –

## *Balance livability, roadway capacity, and sustainable canyon access south of Big Cottonwood Canyon*

- Add road capacity sensitively
- Strongly consider using flex shoulders (HOV/dedicated bus during peak hours; expanded shoulder/bike lane during non-peak hours; explore future year-round BRT)
- Slow Wasatch Boulevard speed limit
- Improve neighborhood access
- Consider roundabouts and other traffic calming measures
- Preserve and enhance on-street bike facility
- Use native landscaping
- Employ landscaped medians where feasible
- Limit additional canyons parking
- Preserve and enhance key views



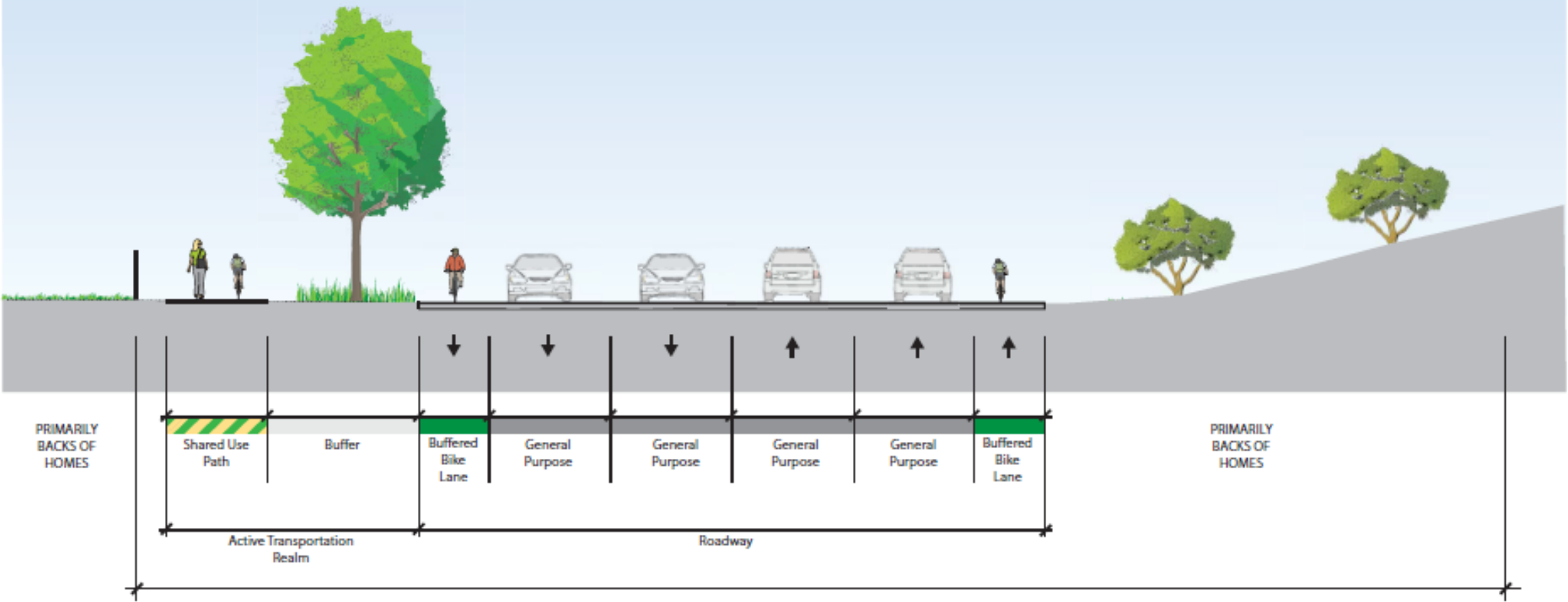




**SCENARIO 1 CURRENT PLANS**

- Wasatch Boulevard Cross-Section:
  - Gravel Pit – 6 lanes + center turn lane
  - Wasatch Corridor – 4 lanes + center turn lane (no median)
  - Operational improvements – additional left turn lanes on Bengal; extend 6-lane cross section southward
  - Traffic calming at 9800 S / Highland
- Corridor Treatments
  - Multi-use pathway segments
  - Medians forcing right turns out of neighborhoods (access management)
  - Keep existing transit route and stops; improve stop quality and pedestrian access
  - More visible, safer, on-grade pedestrian crossings (Hawk crossings)
  - Trees or walls to block noise
- Network improvements
  - Increase capacity of park-and-ride lots
  - Utilize existing businesses for additional parking
- Development
  - Emphasize office development at Gravel Pit
  - Improvements to Big Cottonwood intersection and park-and-ride
  - Swamp Lot – expand park and ride
  - LCC turnout – improve staging, expand parking

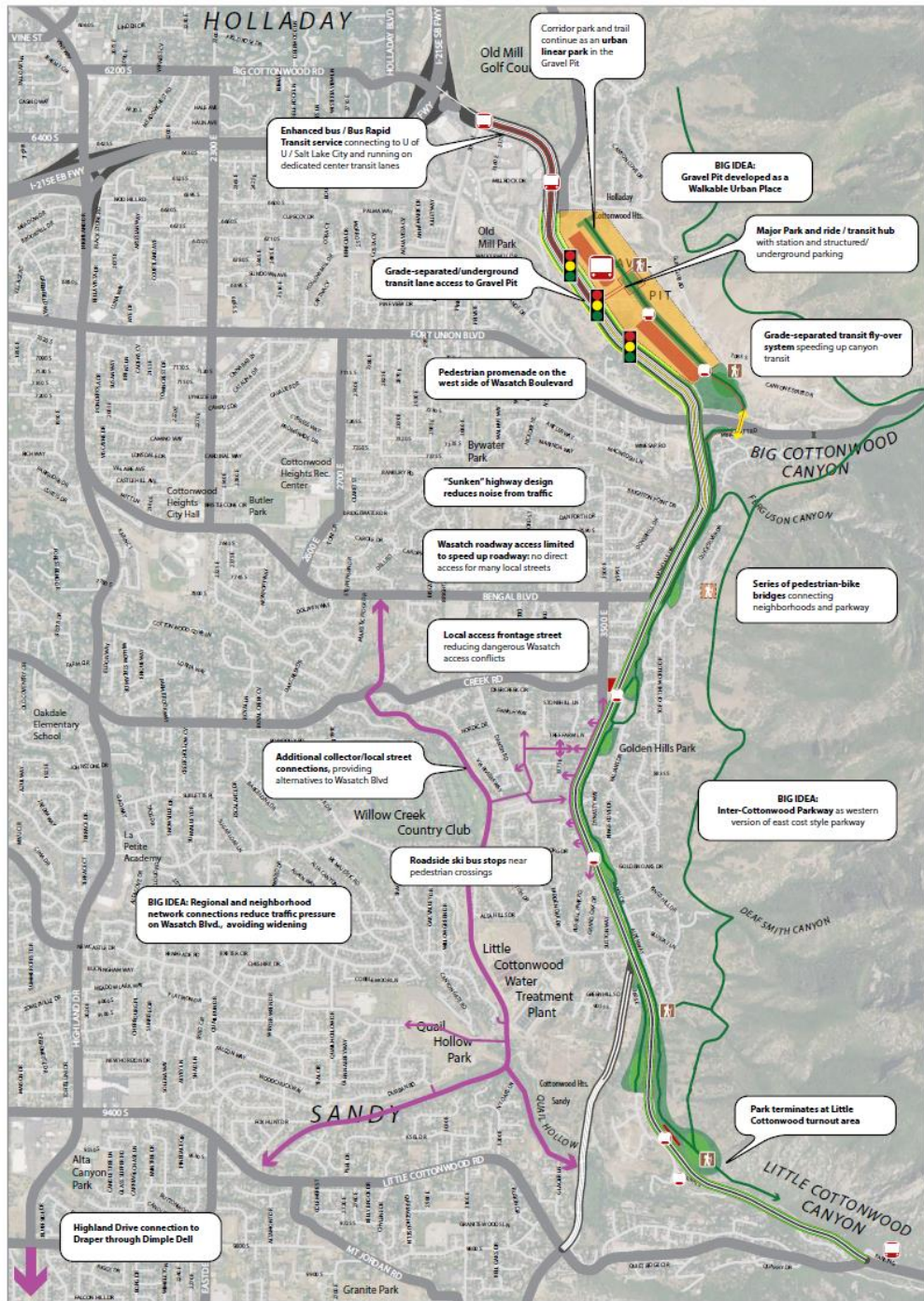
Scenario 1 Cross Section Concept



*Right-of-Way: Primarily ~150'; narrows to 77' - 94'*

Wasatch Boulevard  
Between Bengal Blvd. and Little Cottonwood Road  
LOOKING NORTH





## • Wasatch Boulevard Cross-Section:

- Gravel Pit – 4 general purpose lanes with center median
- Corridor – 2 general purpose lanes with center turn pockets
- Median HOV/transit lanes between I-215 & gravel pit
- Multi-use pathway
- Strategic local access lanes along the corridor

## • Corridor Treatments

- Urban streetscape at gravel pit, fronting Wasatch
- Linear park south of Gravel Pit with native landscaping
- Local access lanes leading to reduced number of direct Wasatch Boulevard accesses
- Extension of downtown frequent bus route to gravel pit hub (future BRT)
- Grade-separated crossings over Wasatch Boulevard

## • Network improvements

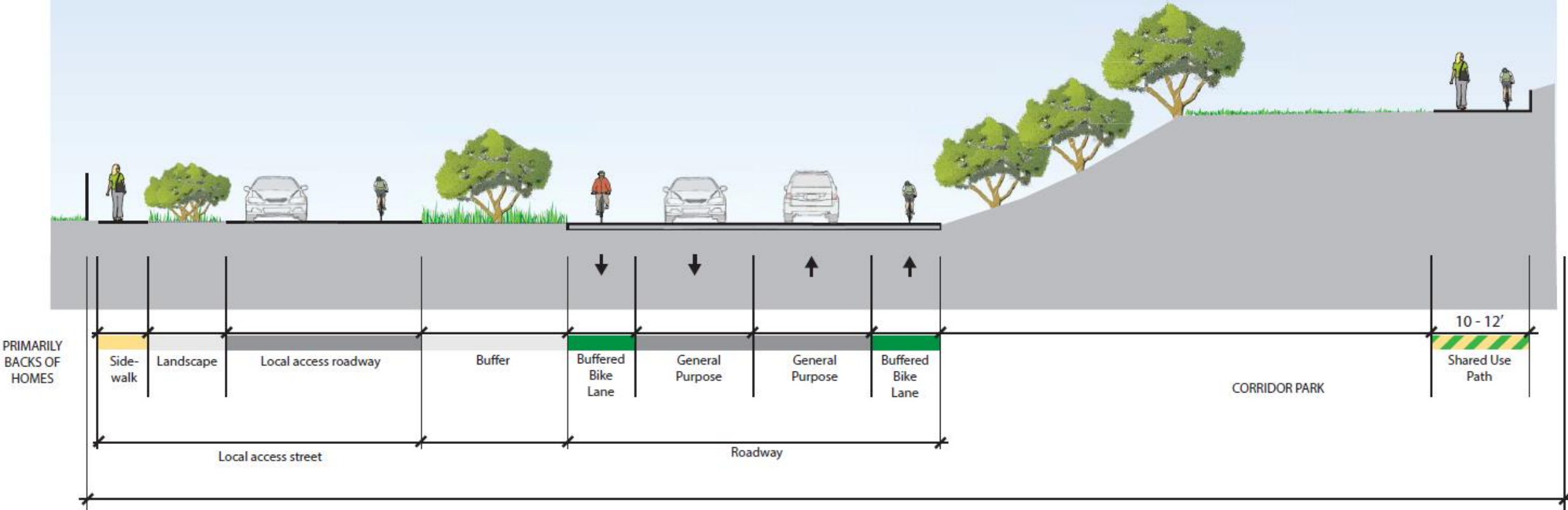
- North-south collector level connection along Little Cottonwood Creek
- Connect street stubs to one another and to adjacent streets
- Major transit hub at Gravel Pit

## • Development

- Gravel Pit – walkable urban development w/ integrated transit hub; more emphasis on residential, hospitality, and retail; development on both sides of Wasatch Blvd
- Swamp lot/Golden Hills – active transportation, linear park, minor development (i.e. townhomes/R-2-8)

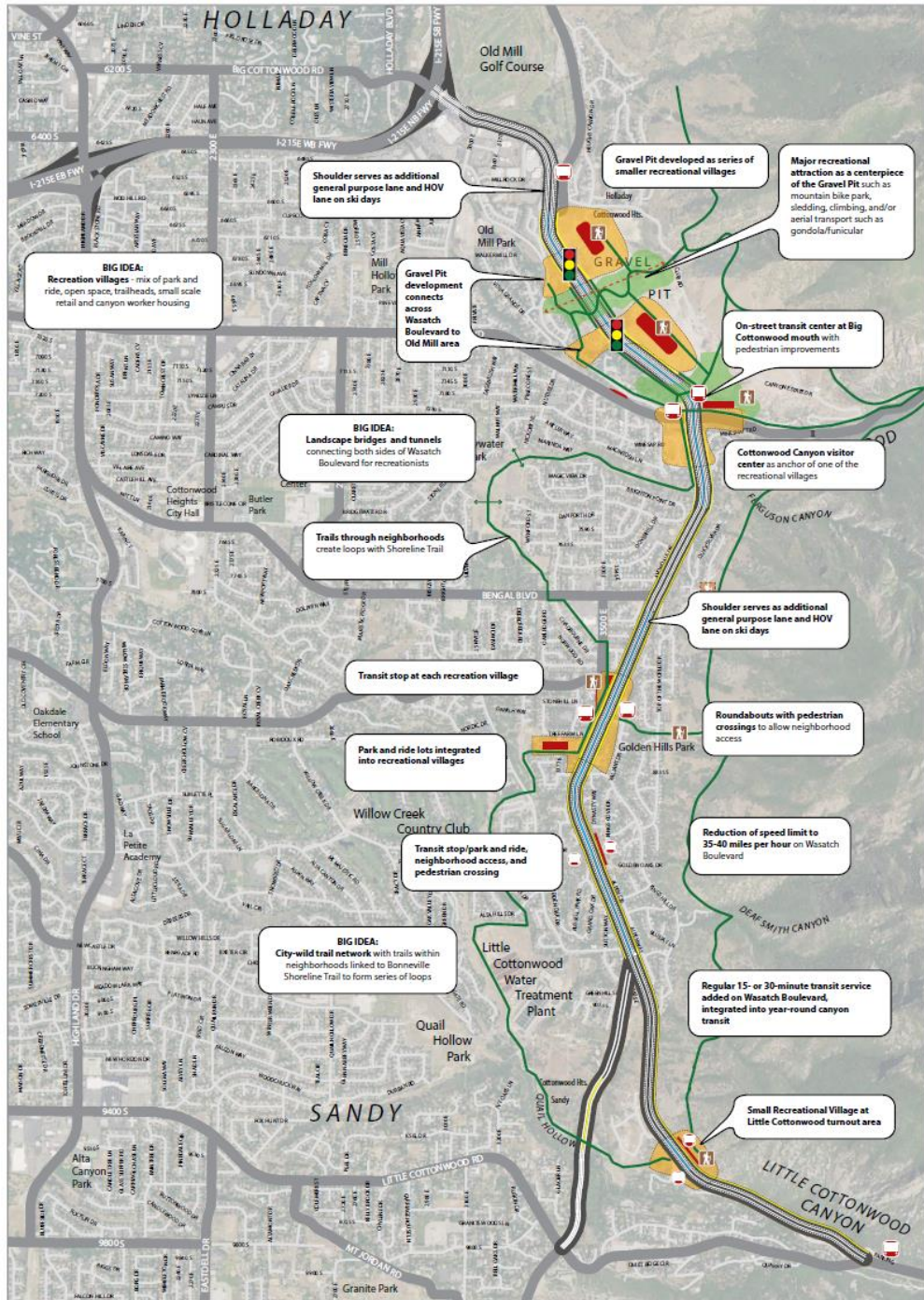


Scenario 2 Cross Section Concept



Right-of-Way: Primarily ~150'; narrows to 77' - 94'

Wasatch Boulevard  
Between Bengal Blvd. and Little Cottonwood Road  
LOOKING NORTH



## • Wasatch Boulevard Cross-Section:

- Gravel Pit – 4 general purpose lanes with center median
- Corridor – 2 general purpose lanes with center turn pockets and medians
- Flex shoulders allowing general purpose traffic in peak traffic periods and HOVs on ski days
- Multi-use pathways

## • Corridor Treatments

- Urban streetscape at recreation villages – Gravel Pit, Swamp Lot, South Corridor location
- Roundabouts at major local accesses
- Lower speed limits (35-40 mph) south of BCC
- New 15-30 minute transit service on Wasatch Blvd to serve east side of valley with stops at each recreational village
- Year-round transit service to canyons
- On-street transit hubs near pedestrian crossings
- Pedestrian crossings at roundabouts

## • Network improvements

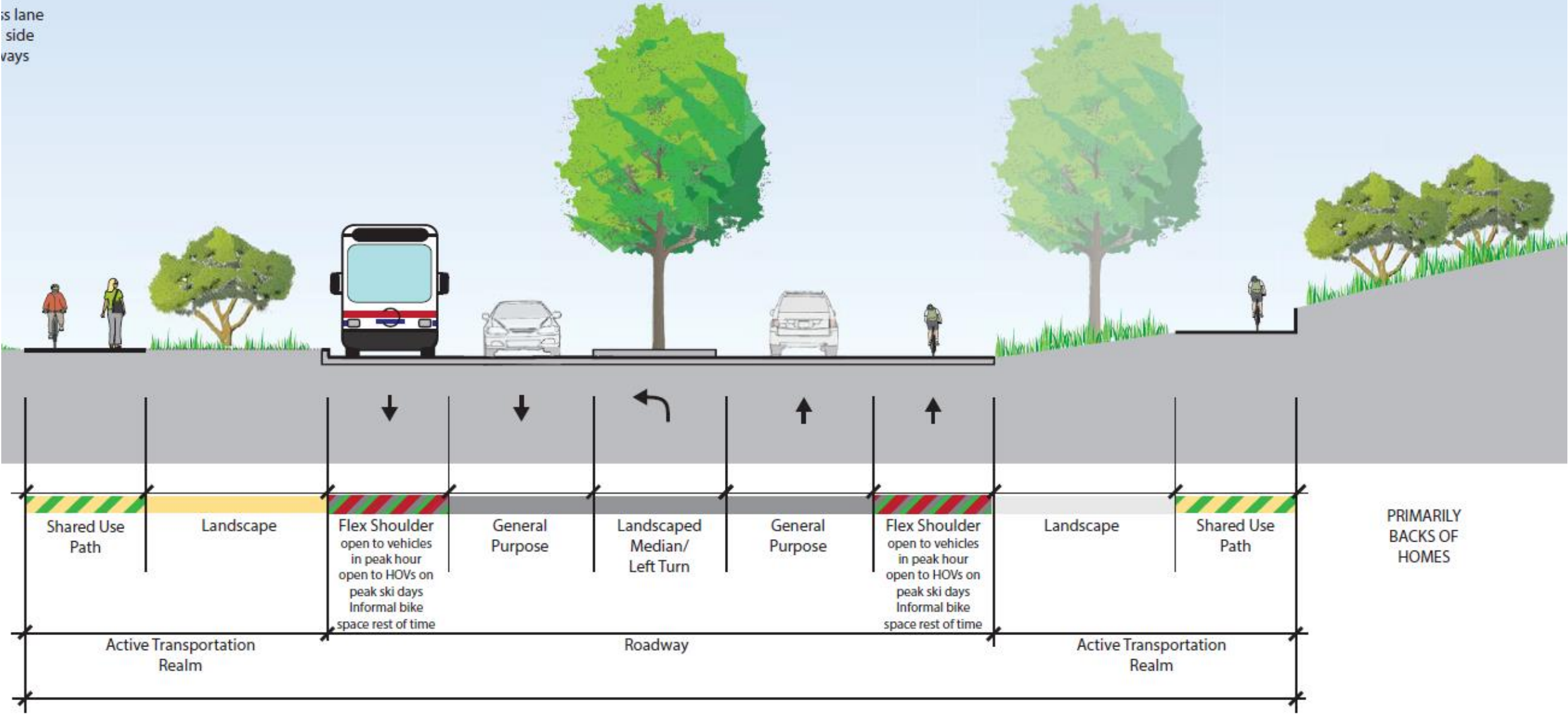
- Increase street connectivity in recreation villages
- Park-and-ride / transit stops at recreation villages
- Recreation and trail connections in each recreation village

## • Development

- Gravel Pit – large village center (less development than other scenarios; minor transit infrastructure)
- BCC Park-and-ride – medium village center
- Swamp lot/Golden Hills – small village center (medium-density mixed-use development)
- LCC pullout – small village center
- Recreation emphasis



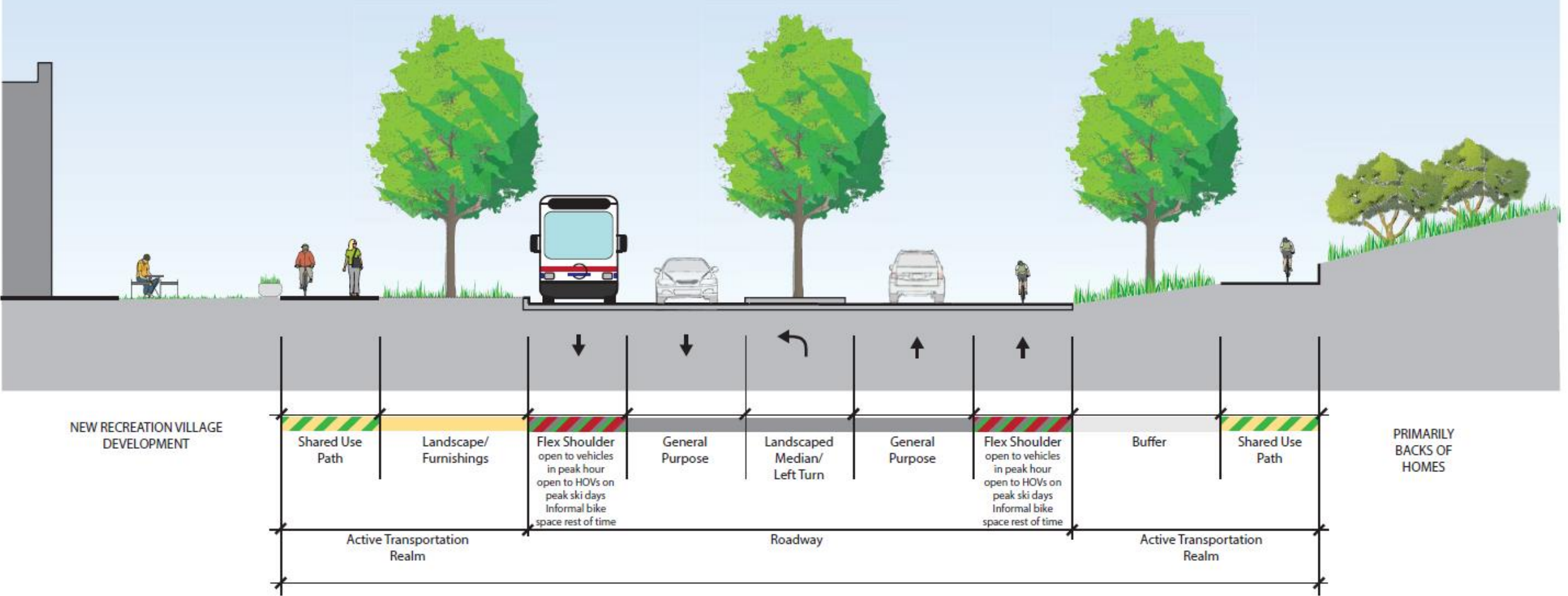
Scenario 3 Cross Section Concept







Preferred Scenario Cross Section Concept



Right-of-Way: Primarily ~150'; narrows to 77' - 94'

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LOOKING NORTH